

PRCC GAZETTE

“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”

Volume 5, Issue 3

May 2017

First CNG location for Pennsylvania Department of Transportation in Cambria County

April 20, 2017. Officials with the Pennsylvania Department of Transportation (PennDOT) and Cambria County Transit Authority (CamTran) celebrated the opening of the commonwealth’s newest compressed natural gas (CNG) fueling station in Johnstown, Pennsylvania, today.

The facility is the first of 29 new CNG stations Love’s Trillium CNG will design, build and maintain for numerous transit authorities in Pennsylvania as part of a public-private partnership (P-3) contract PennDOT awarded to the company last year. The P-3 project will provide CNG to more than 1,600 buses at transit agencies across Pennsylvania, including six at the CamTran location. CamTran currently has three CNG buses and three more are being ordered.

“When the Bureau of Public Transportation (BPT) launched its P-3 CNG public-private fueling station



CamTran was ready. With the strong support of State Representative Bryan Barbin, the CamTran Board of Directors, and the business community, we jumped first in line! This project has already had a very positive impact on the local economy using local contractors to help construct the CNG fueling stations. CamTran is proud to be a partner with the BPT as the ‘FIRST Go Live’ CNG public-private fueling station in Pennsylvania,” said Rose M. Lucey-Noll, executive director for CamTran. “We look forward to significant fuel and maintenance cost savings, and helping to improve the air quality in Cambria County as we transition the CamTran fleet to CNG buses.”

The station, located at 502 Maple Avenue in Johnstown, is open 24/7 and features two CNG dispensers. It will primarily serve CamTran’s fleet of CNG buses, but it’s also open to the public, including light-, medium- and heavy-duty trucks. Six of the 29 facilities in the P-3 project will be open to the public.

“We are pleased to have worked with Trillium CNG on bringing the first CNG fueling station under our P-3 arrangement to CamTran in Johnstown,” said Toby Fauver, PennDOT’s deputy secretary for multimodal transportation. “This innovative program will mean savings for transit agencies and eventually for other private customers as we take advantage of the plentiful natural gas supplies being developed in Pennsylvania.”

Issue Contributors:

Rick Price, Executive Director/Coordinator, PRCC
Jan Lauer, President, PRCC

PITTSBURGH REGION CLEAN CITIES
C/O Rick Price, Executive Director/Coordinator
1436 Royal Park Blvd
South Park, PA 15129
www.coordinator@pgh-cleancities.org

CALENDAR OF EVENTS

BOARD OF DIRECTOR MEETING SCHEDULE FOR 2017

The PRCC Board of Directors meeting schedule is as follows:

July 5, 2017

October 4, 2017

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

Upcoming Events

2017 Odyssey Day- October 6, 2017
9:00AM -2:30PM

Spring Stakeholder Meeting – May 24, 2017
10:00AM – 12:00Noon

EV/PHEV Ride-N-Drive Event – July 14, 2017 – PPA Grant Transportation Center Garage

Fall Stakeholder Meeting - TBD

Training Classes

The PRCC is working with the National Alternative Fuels Training Consortium and the Community College of Allegheny County – West Hills Center to conduct training classes. These classes are free to Sustaining Members

Light Duty Natural Gas Vehicles

ATE-115-WH85

1. CEU

TBD

Introduction to Hybrid Electric Vehicles Training

ATE-136-WH85

1.0 CEU

TBD

CNG Tank Inspector Prep for Certification

ATE-601-WH85

TBD

Servicing Hybrid Electric Vehicles

ATE-137-WH85

TBD



To register for these classes contact Bob Koch at 412-788-7378 or rkoch@ccac.edu



City's permits bureau will add electric vehicles to fleet by end of year

MAY 1, 2017

If everything goes well, 10 Pittsburgh employees in the Bureau of Permits, Licensing and Inspections should begin using electric vehicles to do their jobs by the end of the year.

The vehicles — and the stations that will charge them — will be made possible through two state grants. They will be among the first public fruits from the city's Department of Innovation and Performance, which has spent nearly two years studying the city's vehicle fleet and how to improve its efficiency and cost while reducing pollution, said Grant Ervin, the city's chief resilience officer.

Gov. Tom Wolf announced last week that the city would receive Alternative Fuel Incentive Grants through the Department of Environmental Protection of \$80,000 to help buy 10 vehicles and \$175,000 to establish charging stations.

Mr. Ervin said the permits bureau, which has a fleet of 50 cars, is "ideal" for electric vehicles because employees use them for short trips, a total of 40 to 50 miles a day, to job sites. Using electric vehicles will cost the city about \$16,000 extra per vehicle and the grant will be used to pay half that amount.

The charging stations will be in one of three city sites: garages along First Avenue or Second Avenue or the motor pool along Second Avenue. The city has set aside \$100,000 each of the past two years to supplement the grant for the charging stations.

Mr. Ervin said electric vehicles will save money for the city by eliminating the higher cost and fluctuation of gasoline prices, reducing maintenance, because electric vehicles are more efficient, and having a longer lifespan than internal combustion vehicles.

The city expects to have all electric vehicles in the permits bureau in five to seven years as part of the normal replacement cycle.

Mr. Ervin said the city is taking other steps to improve its vehicle fleet such as testing hybrid vehicles and using biofuels for heavy equipment. The city's police department uses the most vehicles, and local officials are working with about two dozen other cities to develop specifications for environmentally friendly police vehicles.

"Right now, there's not technology available in the police car market," Mr. Ervin said. "But I think we will get there."

Meanwhile, he said, the city is working with the parking authority and private garage operators to expand public charging stations.

Crawford Area Transportation Authority to build CNG facility

March 31, 2017. A compressed natural gas (CNG) fueling station is being constructed to serve the CNG fueled buses that are being added to Crawford Area Transportation Authority's fleet.

CATA will receive its first three CNG vehicles at the same time. The three new buses will replace three diesel-fueled buses that have reached the end of their useful operational lives.

Work on the CNG-fueling station is expected to begin April 10 and be completed by July, according to Erin Waters-Trasatt, a spokeswoman for the Pennsylvania Department of Transportation. The fueling station will go into operation when the new CNG-buses arrive in January.

CATA plans to convert its entire fleet to natural gas powered vehicles, as current buses age out of service over the next five years, according to Geibel.

The CNG station is one of 29 being constructed around the state over the next several years. The project is part of an \$84.5 million public-private partnership between the commonwealth and Trillium CNG. The 20-year agreement calls for Trillium to design, build, finance, operate and maintain the stations.

PennDOT estimates that the project will pay for itself with approximately \$100 million in savings over 10 years. The first of the new CNG facilities will open in Johnstown in April, according to Waters-Trasatt.



Greensburg Salem to switch to alternative-fuel school buses, new transportation company

A new bus fleet powered by liquid propane at Greensburg Salem School District will benefit the environment and the bottom line, according to district officials.

The school board last week unanimously agreed to a five-year contract with Mt. Pleasant's DMJ Transportation. DMJ will replace Cincinnati-based First Student. Its contract with the district expires May 31.

With DMJ, the district expects to save about \$250,000 a year, Business Manager Jim Meyer said. The district budgeted almost \$2.8 million for transportation for the 2016-17 school year. It will pay DMJ \$275.50 per vehicle per day, compared to the \$302.22 charged by First Student.

The contract marks a few firsts for DMJ, company President Lisa Barron said. The company provides transportation services for 13 districts and the Westmoreland Intermediate Unit, mostly in a supplemental capacity. Greensburg Salem will be the first public school district where DMJ is the primary transportation provider.

“The company and our employees are really excited that Greensburg Salem has placed their confidence in us,” Barron said. “Our drivers are really excited about the opportunity, and we're prepared.”

This will be the company's first time using buses fueled by liquid propane. DMJ will order 24 full-size buses and phase them in over the course of the 2017-18 school year. Traditional buses use diesel, but Greensburg Salem made the search for an alternative fuel source a priority, said Chris Suppo, the district's transportation director.



“Not only were there economical benefits to it, but obviously environmental impact and health benefits as well,” he said.

Propane is cheaper than diesel, Suppo said. Propane buses are quieter, emit less exhaust and start more easily in cold temperatures.

“We are happy that our students boarding and unboarding vehicles, as well as teachers and administrators on bus duty, will now be able to breathe in much healthier air,” Superintendent Eileen Amato said.

DMJ drivers will be trained how to fuel and operate the propane-powered buses, Barron said. “They do run a lot smoother and a lot quieter,” she said.

Liquid propane buses are becoming increasingly popular for cost-conscious school districts, Barron said.

Gateway School District in Monroeville switched to liquid propane in 2013. The Pine-Richland School District introduced propane-fueled buses in 2015.

“Schools all over the country are doing it,” Barron said. “I think Pennsylvania is a little bit slower than places like California and Texas and Florida.”

An estimated 480,000 school buses operate nationwide, according to School Transportation News. The vast majority run on diesel, the industry publication reported



Alt fuels make inroads despite obstacles

17-Mar-2017 11:51 EDT



UPS is using compressed natural gas and other alternatives to trim emissions and costs.

Commercial vehicles are beginning to adopt alternative energy sources, but the transition remains slow. Batteries and an array of renewable fuels are seeing more usage, but costs and infrastructure remain hindrances for these fragmented technologies.

Alternative fuel consumption was about 3% of the market in 2015, according to NTEA - The Association for the Work Truck Industry. Speakers at NTEA's Green Truck Summit in Indianapolis in March highlighted a number of advances that are occurring as global regulations tighten emissions levels.

Carlton Rose, President of Global Fleet Maintenance & Engineering at UPS, highlighted the company's expanding fleet of alternative vehicles, noting that vehicles using these fuels traveled over 1 billion miles since 2000.

In Eugene, OR, the Water & Electric Board is using renewable diesel to slash carbon output by 38%. Gary Lentsch, fleet supervisor, said renewable diesel can be used without changing engines or storage systems, bringing significant reductions in carbon. Maintenance costs have declined, which helps offset the 3.5 cent per gallon premium over conventional diesel, he said.

Panelists largely touted financial benefits over emissions reductions

That's necessary for the long-term success of new energy vehicles. Many speakers highlighted applications where reduced operating and maintenance costs combine to trim costs over diesel alternatives. In city buses, lifetime fuel cost reductions are augmented by low maintenance costs for comparatively simple battery-powered vehicles.

"Up front, a transit bus will cost about \$300,000 more," said Jack Kitowski, Division Chief, Mobile Source Control Division, California Air Resources Board. "Even with that, lower operating costs make up for that over its lifetime. The components are so much simpler that much less maintenance is required, around \$100,000 less over the life of a bus. Batteries usually last 14 years, the typical life of a bus."

Craig Moore, COO at liquefied natural gas provider Kinetrex Energy, said renewable natural gas can eliminate SCR (selective catalytic reduction) systems and provide 90% less NOx and 92% fewer greenhouse gases. Liquid natural gas sells for less than diesel, and there's an 11 cent benefit if trucks burn renewable natural gas. The payback for converting to LNG comes in three years or less.

However, there are still obstacles. Keynoter Wilfried Achenbach, Senior Vice President of Engineering and Technology at Daimler Trucks North America, highlighted the challenge that batteries must overcome. The energy density of lithium ion is 0.08 kW·h/kg, compared to 10 kW·h/kg, so diesel can store "a lot of energy in little space."

Reuben Sarkar, the U.S. Department of Energy's Deputy Assistant Secretary for Transportation, added that current projections for battery prices target \$125 per kW·h by 2022. But \$80 is the crossover point to equal the costs of gas-powered vehicles. If today's low fuel prices hold, it will take another decade to hit an equivalent price point, he said.

A lack of refill stations is another hurdle. There's a multitude of alternative fuels, making it difficult to build a solid infrastructure. Until that changes, applications will proceed primarily in environments like buses, refuse trucks and other fields where vehicles can recharge or refill at central depots.

Today's low oil costs are making it difficult for developers of both vehicles and fuel supplies to

deploy profitable strategies. Many concepts for producing gases have been proven by prototypes, but suppliers can't yet justify construction of large facilities.

"Trash to gas is a great way to get to zero emissions," said Mike Britt, UPS Ground Fleet's Director of International Operations, Maintenance & Engineering. "Using cow manure from a dairy farm is effective. There aren't any technical bridges to cross, just strategic and financial bridges."

While fleets currently use a combination of batteries, liquefied gases and renewable diesel, researchers are still striving to create commercially viable hydrogen-based systems. Many speakers touted its potential for impacting both costs and emissions, even though practical deployments are still some time off.

"We are definitely drinking the hydrogen cocktail," Britt said. "We've modeled our fuel cell technology based on our Napa Valley route (where heavily loaded vehicles traverse hilly terrains). If they can operate there, they can operate anywhere."



March 2017

Alt Fuel March Madness

The NCAA March Madness basketball tournament is coming to an end. Every year, an unexpected team pops up on the brackets to challenge the top seeds. We all keep an eye on those teams to see how they rise to challenge the big-name schools.

In the transportation fuels competition, alternatives like propane autogas, compressed natural gas, electric and biofuels are now rising in the brackets to challenge the number one seeds of the past — gasoline and diesel.

Propane autogas is a versatile alternative fuel solution that provides a smart return on investment. Vehicles fueled by propane autogas can help fleet managers achieve performance, economic and environmental goals. Couple this clean-burning, domestically produced fuel with modern engineering and manufacturing of

companies like ROUSH CleanTech, and fleet managers have a readily available and economic fuel solution.

And much like a winning basketball team, it takes more than one player to make it successful. That's why we offer several opportunities that ensure a strong foundation for all stakeholders. In 2016, we held 79 training sessions, taught at 226 locations and instructed 745 technicians about propane autogas. In addition to this training, we show drivers how to get the most out of their propane vehicles.

If you're too dependent on one of the top two seeds, you may not be getting the support you need, and supplies are in question. A recent study by Goldman Sachs shows that worldwide demand will outpace supply by second quarter of this year. This will inevitably drive up prices of diesel and gas.

To learn more about ROUSH CleanTech's propane autogas fuel system technology that powers the Blue Bird Vision Propane, please visit www.roushcleantech.com

Pittsburgh Biodiesel Project Stands Out in a Crowd

Optimus Technologies Receives 2017 Governor's Award for Environmental Excellence

HARRISBURG, Pa. -- The Pennsylvania Department of Environmental Protection (DEP) today presented Pittsburgh-based Optimus Technologies and 20 other organizations from across the state with the [2017 Governor's Award for Environmental Excellence](#).

According to DEP, their projects "represent the very best in innovation, collaboration, and public service in environmental stewardship".

Optimus partnered with Pittsburgh Region Clean Cities and the City of Pittsburgh to equip 25 of the city's vehicles with their Vector System technology. The system optimizes vehicle performance and emissions reductions using 100 percent biodiesel (B100).

"We are honored to have been selected for this prestigious award and proud that we helped the City of Pittsburgh reduce vehicle emissions," said Optimus CEO Colin Huwyler. "Our technology allows fleets to run seamlessly on B100, dramatically reducing both tailpipe and lifecycle emissions."

Huwylar noted that the 25 vehicles used for the project represent 7.2 percent of GHG emissions for the entire city fleet of 1,038 vehicles. The use of the Vector System reduced GHG emissions by 6.4 percent fleet-wide.

“Every year we’re impressed anew by the ingenuity and commitment Pennsylvanians bring to environmental stewardship,” said DEP Acting Secretary Patrick McDonnell. “It’s exciting to see the interest is growing.”

About Optimus

Founded in 2010, Optimus Technologies is the market leader in high performance biodiesel conversion solutions that utilize biodiesel and diesel for medium- and heavy-duty truck fleets. With Optimus, fleet operators have a simple way to significantly reduce fuel costs and emissions, while addressing renewable fuel targets. Optimus was built on the vision and the knowledge that other alternative fuel solutions are prohibitively expensive and do not provide the same results as biodiesel. For more visit: <https://www.optimustec.com/>

About biodiesel

Made from an increasingly diverse mix of resources such as recycled cooking oil, soybean oil and animal fats, biodiesel is a renewable, clean-burning diesel replacement that can be used in existing diesel engines without modification. It is the first commercial-scale fuel produced across the U.S. to meet the EPA’s definition as an Advanced Biofuel - meaning the EPA has determined that biodiesel reduces greenhouse gas emissions by more than 50 percent when compared with petroleum diesel. For more visit: <http://biodiesel.org/>

Pennsylvania School Districts Are Turning the Yellow School Bus Green by Switching to Propane Autogas

Posted: March 15, 2017

Many states in the country—including Pennsylvania—have been moving forward with alternative energy incentive programs in recent years. One result: more school districts are purchasing buses powered by Propane Autogas. Pennsylvania already has nearly 700 of these “green” buses on the road; that ranks the Keystone State fourth in the U.S. for the most propane-fueled school buses. Only Texas, California and Oregon have more. Today, 12,000 propane-powered school buses in the U.S. transport 600,000 children every school day!* For our part, we deliver Propane Autogas to four school districts in our service area.

School districts have gained enormous fuel savings by using Propane Autogas instead of diesel fuel. Propane costs about *50 percent less than diesel per gallon* and reduces maintenance costs due to its clean-operating properties.

Propane-powered school buses also perform better in cold weather than diesel-powered buses. They start up easier, run quieter and heat the interior faster. In terms of kids benefitting from a healthier ride to and from school, studies have shown that buses fueled by Autogas emit *80 percent less* smog-producing hydrocarbons and virtually eliminate particulate matter when compared with diesel. In addition, propane bus fleets reduce nitrogen oxide emissions by about 10,000 pounds and particulate matter by 315 pounds each year compared with the diesel buses they have replaced.

Read more about the overall benefits of Propane Autogas [here](#). You can get more details about buses fueled by Propane Autogas [here](#).

**Data based on HIS Polk new vehicle registrations database of Type C school buses registered from January 2012 to June 2016; additional information from manufacturers and other public sources.*



Governor Wolf Announces 17 Alternative Fuel Incentive Grants for Pennsylvania Schools, Businesses, and Municipalities

April 27, 2017

Harrisburg, PA – Governor Tom Wolf today announced that the Pennsylvania Department of Environmental Protection (DEP) awarded grants to 17 alternative fuel projects that will save an estimated 650 million gallons of fuel in Pennsylvania. These Alternative Fuel Incentive Grants (AFIG) will be used to develop and promote the use of alternative fuels and develop supporting infrastructure, improving air quality through alternative fuel use.

“The AFIG program has made tremendous strides in reducing air pollution, improving the quality of the air we breathe, and paying economic dividends through a reduction in the use of gasoline,” said Governor Wolf. “These grants are awarded to a wide range of projects, both large and small. From purchasing two alternative fuel vehicles to converting entire fleets, these projects show a commitment to make changes that will benefit all Pennsylvanians.”

Nearly \$2 million in grants were awarded across the two categories. The awards for vehicles will save approximately 650 thousand gallons of gasoline and diesel fuel annually. A full list of awardees is below. This is the final awarding of AFIG funding for applications submitted in 2016.

Nearly \$5.5 million was awarded to 43 projects for the calendar year. DEP expects to reopen the AFIG program with next the application submission date due early this summer.

“Places like Lycoming County and the River Valley Transit system will save money on fuel costs and cut down on air pollution, and the Philadelphia Airport will be able to serve customers with electric vehicles with new charging stations,” said Acting DEP Secretary Patrick McDonnell.

The primary goals of the Alternative Fuels Incentive Grant Program are to improve Pennsylvania’s air quality and reduce consumption of imported oil through the use of alternative fuels that will help the commonwealth’s economy and environment. DEP accepts applications for innovative, advanced fuel and vehicle technology projects resulting in a cleaner and greener transportation sector within the Commonwealth. The AFIG Fund was established under Act 166 of 1992 and is administered by the DEP through the Office of Policy.

In addition to the Alternative Fuel Incentive Grants just awarded, DEP is offering a limited number of free technical assistance opportunities to municipalities, school districts, municipal authorities, and non-profit organizations to assist them in developing plans for building or expanding an alternative energy vehicle fleet. Applications for the Alternative Fuels Technical Assistance Program will be accepted through June 1, 2017.

Vehicle Projects:

Allegheny County

Awardee: City of Pittsburgh

Project: Second Avenue Electric Vehicle Project

Award Total: \$80,000

Number of Vehicles: 10

Estimated GGE saved per year: 3,973

Project Description: The City of Pittsburgh is requesting \$80,000, 50% of the incremental cost for 10 Nissan Leaf EVs as part of their goal to operate a fossil fuel free fleet by 2030. This project is the first part in the conversion of the Bureau of Permits, Licensing and Inspections fleet, currently made up of 50 Ford Focus sedans.

Armstrong County

Awardee: Sheeren Insurance Group Inc.

Project: Teach green to our teens, our future

Award Total: \$16,000

Number of Vehicles: 2

Estimated GGE saved per year: 666

Project Description: Sheeren Insurance group is requesting funding of \$16,000 to purchase 2 Nissan Leaf Battery Electric Vehicles

Blair County

Awardee: A&M Transit Company

Project: Claysburg Propane Bus Purchase

Award Total: \$19,982

Number of Vehicles: 6

Estimated GGE saved per year: 21,135

Project Description: A&M Transit is requesting \$19,982 for the conversion of 6 72-passenger diesel school buses to propane.

Bucks County

Awardee: Centennial School District

Project: The Centennial School District Propane School Bus Conversion Project

Award Total: \$44,000

Number of Vehicles: 10

Estimated GGE saved per year: 11,250

Project Description: The Centennial School District Propane School Bus Conversion Project is seeking \$40,000 in AFIG funding to convert 10 buses to propane fuel. This is first part of their effort to convert their 76 school buses to run on propane. The 10 buses in this project range from 72 passenger to 30 passenger buses

Delaware County

Awardee: School District of Haverford Township

Project: The Haverford School District Propane School Bus Conversion Project

Award Total: \$40,000

Number of Vehicles: 10

Estimated GGE saved per year: 23,354

Project Description: The Haverford School District is requesting \$40,000 in AFIG funding to convert 10 diesel buses, 7 72-passenger and 3 48-passenger buses, to utilizing propane as fuel.

Awardee: Wilson of Wallingford, Inc.

Project: Fleet expansion

Award Total: \$7,350

Number of Vehicles: 2

Estimated GGE saved per year: 3,077

Project Description: Wilson of Wallingford is requesting \$7,350 in AFIG funds to purchase two bi-fuel propane Ford Transit trucks. The applicant's in house vehicles are wrapped in an advertisement that promotes Alternative Fuel.

Lycoming County

Awardee: River Valley Transit

Project: Purchase of Ten (10) CNG Transit Vehicles

Award Total: \$200,000

Number of Vehicles: 10

Estimated GGE saved per year: 155,131

Project Description: River Valley Transit has requested \$200,000 in AFIG funds to purchase 10 CNG 35' and 40' passenger buses as part of their conversion of their fleet of 29 fixed route transit vehicles from diesel fuel to CNG.

Montgomery County

Awardee: Lower Merion School District

Project: Maintaining a Green Fleet Legacy- Acquisition of Ten Compressed Natural Gas Buses

Award Total: \$121,752

Number of Vehicles: 10

Estimated GGE saved per year: 22,908

Project Description: Lower Merion School District is requesting \$121,752 in AFIG funds for the purchase of 10 72-passenger CNG buses.

Northampton, Lancaster Counties

Awardee: UGI Utilities, Inc.

Project: UGI Utilities CNG Vehicle Acquisition

Award Total: \$196,040

Number of Vehicles: 31

Estimated GGE saved per year: 20,447

Project Description: UGI Utilities, Inc. is requesting \$196,040 in AFIG funds to acquire 31 CNG vehicles, including freightliner tractors, light duty Chevrolet trucks, and light duty Ford trucks and Transit vans, to be used out of their Lancaster and Bethlehem facilities. These acquisitions will be a mixture of CNG Dedicated and CNG Dual Fuel vehicles. CNG Fueling will take place at existing public accessible stations in both regions.

Philadelphia County

Awardee: Philadelphia Parking Authority
 Project: Purchase Alternative Fuel Vehicles for the Philadelphia Parking Authority
 Award Total: \$10,000
 Number of Vehicles: 2
 Estimated GGE saved per year: 2,000

Project Description: The Philadelphia Parking Authority is requesting \$10,000, 50% of the incremental cost for 2 Nissan Leaf EVs for use in their Off Street Division’s Downtown / Center City Garages in Philadelphia. This is the first part in the purchase of a fleet of new, dedicated, alternative fuel (all electric) vehicles and was submitted in conjunction with a second vehicle application and two refueling infrastructure applications.

Awardee: Philadelphia Parking Authority
 Project: Purchase Alternative Fuel Vehicles at the Philadelphia International Airport
 Award Total: \$10,000
 Number of Vehicles: 2
 Estimated GGE saved per year: 914

Project Description: The Philadelphia Parking Authority is requesting \$10,000, 50% of the incremental cost for 2 Nissan Leaf EVs for use in their Airport Operations Division at the Philadelphia International Airport. This is the first part in the purchase of a fleet of new, dedicated, alternative fuel (all electric) vehicles and was submitted in conjunction with a second vehicle application and two refueling infrastructure applications.

Susquehanna County

Awardee: Xpress Natural Gas, LLC
 Project: Forest Lake CNG Center
 Award Total: \$200,000
 Number of Vehicles: 10
 Estimated GGE saved per year: 384,610

Project Description: Xpress Natural Gas LLC is requesting \$200,000 in AFIG funding for the purchase of 10 CNG Freightliner tractors which will collect stranded gas from gathering systems in Susquehanna County and will compress and transport that gas out to market.

Refueling Infrastructure Projects:**Allegheny County**

Awardee: City of Pittsburgh
 Project: Second Avenue Charging Infrastructure Project
 Award Total: \$175,000

Project Description: The City of Pittsburgh is requesting \$175,000 in funding to purchasing a five dual-hose, mobile, solar powered charging units with battery storage to be housed at the Second Avenue Parking Lot and power the City’s fleet at night. The chargers will be open to the public during the day and available to deploy to communities in times of extended grid failure.

Bucks County

Awardee: Centennial School District
 Project: The Centennial School District Propane Refueling Project
 Award Total: \$292,338

Project Description: The Centennial School District Propane Refueling Project seeks funding of \$292,338 to build a propane refueling stations to fuel their first 10 propane school buses. The project will continue to supply fuel for the remainder of District’s 66 buses as they are converted.

Montgomery and Philadelphia Counties

Awardee: Mobile Fueling Solutions
 Project: Mobile Fueling Solutions for CNG
 Award Total: \$500,000

Project Description: Mobile Fueling Solutions for CNG seeks funding on \$500,000 for the construction of 2 “Virtual Pipeline” mobile CNG fueling units.

Philadelphia County

Awardee: Philadelphia Parking Authority
 Project: Proposed EV Charging Stations at Four Center City Garages
 Award Total: \$43,332

Project Description: The Philadelphia Parking Authority is requesting funding of \$43,332 for the installation of four new electric vehicle charging stations at four center city garages in Philadelphia.

Awardee: Philadelphia Parking Authority
Project: Proposed EV Charging Stations at the Philadelphia International Airport
Award Total: \$43,332

Project Description: The Philadelphia Parking Authority is requesting funding of \$43,332 for the installation of four new electric vehicle charging stations at Philadelphia International Airport

York County opens its first public CNG fueling station

March 31, 2017. York County's first public compressed natural gas (CNG) fueling station has been operational in Spring Garden Township for a few weeks now, courtesy of Shipley Energy.

The station, at 714 Loucks Mill Road, includes two pumps with potential for a third if demand grows in the future, according to Shipley President Matt Sommer.

Sommer said Shipley is currently saving more than \$1 per gallon using CNG instead of diesel fuel in its compatible trucks. The fuel also reduces maintenance costs because it burns cleaner, and drivers have commented that the engines run more quietly, he said.

Shipley has five trucks in York County that operate on CNG. Those trucks had previously been stored in Baltimore, where adequate fueling stations already existed.

The City of York, Pennsylvania, is also utilizing the new station as one of its two street sweeping vehicles runs on CNG.

Jim Gross, director of the city's Public Works Department, said the department has had the CNG-fueled sweeper about three years, but they previously had to take it to Republic Services' facility in Emigsville to refuel. "We're very thankful Shipley has built this station ... less than a mile away from us," he said.

Gross said the city will likely look into attaining more CNG-fueled vehicles in the future.



Diesel Emissions Reductions Act (DERA) Clean Diesel Funding Assistance Program

EPA is announcing \$11 million in competitive grant funding for the Diesel Emissions Reductions Act (DERA) Clean Diesel Funding Assistance Program. The Program is soliciting proposals nationwide for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced and exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.

Proposal packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than Tuesday, June 20, 2017, at 11:59 p.m. (ET) in order to be considered for funding.

Please read more here:

<https://www.epa.gov/cleandiesel/clean-diesel-national-grants>

Question of the Month: *What factors do employers need to consider when establishing a workplace charging program?*

Answer:

While there is not a one-size-fits-all solution for workplace charging, there are a number of resources available to help employers design, implement, and manage the right program for their organization.

Assess Demand

Employers considering whether workplace charging is right for their organization will want to start by assessing employee demand with an employee survey

(<https://energy.gov/eere/vehicles/downloads/sample-employee-survey-workplace-charging-planning>).

Once this assessment is complete, employers may set goals for meeting workplace charging demand, either by planning to meet the entire need (i.e., all drivers that have expressed or will express interest in PEV charging) or by dedicating a percentage of parking spaces to PEV charging. For example, Google has a goal to dedicate 5% of all parking spaces to workplace charging.

Procure and Install

Employers should determine what types of charging stations to purchase.

There are a few decisions to make, including the following:

Charging Level: There are benefits and drawbacks to both Level 1 and Level 2 charging stations in the workplace. Employers must evaluate which option is best for their facilities. For more information about the differences between charging levels and their merits for workplace charging, see the U.S. Department of Energy's (DOE) Workplace Charging Station Basics page (<https://energy.gov/eere/vehicles/workplace-charging-station-basics>).

Networking: Charging station networks provide maintenance, customer service, and energy monitoring capabilities, and collect payment on behalf of the station owner. However, networks require a fee, and employers will need to consider whether the convenience of charging networks outweighs the financial cost. For more information, see the DOE's Workplace Charging Level 2 page (<https://energy.gov/eere/vehicles/level-2-charging-workplace>).

Employers should also be sure to get quotes from a number of charging station providers. For more guidance, see the DOE's Workplace Charging Sample Request for Proposal document (<https://energy.gov/eere/vehicles/downloads/request-proposal-guidance>).

Employers will work with their electrical contractor to determine charging station placement; station installation can be an expensive process, but employers can minimize costs by siting stations in locations that require minimal trenching, boring, and electrical panel upgrades. For more information about siting and installation, see the DOE's Workplace Charging Equipment and Installation Costs page (<https://energy.gov/eere/vehicles/workplace-charging-equipment-and-installation-costs>).

Manage

A well-managed, well-planned workplace charging program can ensure station access to all employees, promote strong communication between employers and station users, and encourage responsible station use.

Registration and Liability: Many employers require employees to register their PEV, which allows the employer to identify the number of vehicles using their charging stations. For example, employers can give registered vehicles a mirror hangtag or

window sticker that identifies the vehicle as having permission to use the charging stations. A registration form may also include language that requires vehicle owners to agree not to hold the employer responsible for any damage to the vehicle that occurs while it is parked at the charging station. For more information, see the DOE's Workplace Charging Registration and Liability page (<https://energy.gov/eere/vehicles/workplace-charging-management-policies-registration-liability>).

Station Sharing: It is important to emphasize that workplace charging is a privilege, not a right. Employees may be obligated to share stations with their colleagues and comply with established charging time limits. While an employer can set up systems for sharing stations, such as reserving the station (similar to how an employee would reserve a conference room) or establishing a set schedule for use, most employers allow users to resolve station-sharing conflicts themselves. However, it is important to establish consequences for violating station policies, such as using a station for less than four hours. By framing workplace charging as a privilege, an employer reserves the right to restrict access for employees that routinely violate company policy. For more information about how to establish workplace charging policies and encourage station sharing, see the DOE's Workplace Charging Station Sharing page (<https://energy.gov/eere/vehicles/workplace-charging-management-policies-sharing>).

Pricing: While most employers offer workplace charging for free, charging for station use can be a good way to manage demand. Employers may charge for electricity (e.g., per kilowatt hour) or for time (e.g., per hour), depending on preference and applicable regulations. Employers can motivate employees to move their vehicles and share the stations by charging a nominal fee (or no fee) for the first set number of hours (e.g., four hours) and then raise the fee for subsequent time that the vehicle is parked in the space. For more information, see the DOE's Workplace Charging Pricing page (<https://energy.gov/eere/vehicles/workplace-charging-management-policies-pricing>).

For more resources about workplace charging, see the DOE's Workplace Charging website (<https://energy.gov/eere/vehicles/workplace-charging>), or tool kit at <https://cleancities.energy.gov/technical->

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To find out more on membership levels go to:

<http://www.pgh-cleancities.org/membership/>



The Pittsburgh Region Clean Cities Board of Directors would like to thank all of our members and stakeholders for supporting our coalition and mission!



UNITED WE STAND – SEPTEMBER 11, 2001

Our deepest sympathy and heartfelt thoughts go out to our fellow Americans during this time of crises. We will continue to stand strong and united in our support of the men and women protecting our country's interests.

Please come visit our PRCC Web Site:

www.pgh-cleancities.org

. Contribute Your News!

In trying to get the news of successes we have in our area. Please feel free to contact Rick Price, Executive Director/Coordinator at 412-735-4114 or at coordinator@pgh-cleancities.org.

Learn more about Clean Cities at cleancities.energy.gov, and learn how to get involved with the Pittsburgh Region Clean Cities coalition at www.pgh-cleancities.org

